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CENTRAL INTELLIGENCE AGENCY

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1. The airfield was between the south perimeter of Kharkov (36°15'N/50°00'E), Ukrainian SSR, and the Udy River, two to three km from the latter, and east of the new road to the new river bridge. The airfield area, on a plateau from six to eight meters above the road surface, extended about 1 km along the road.
2. Several multi-story barracks buildings, occupied by Soviet Army soldiers wearing light blue epaulets, were on the western edge of the airfield and hangars, gutted by fire, were on the southern edge.
3. The airfield was occupied by single-engine and twin-engine aircraft with which take-offs and landings were continually practiced. Cargo gliders, towed by twin-engine planes, were seen over the field.
 - a. Twin-engine plane: Radial engines, propellers about in line with middle of nose, engines not protruding beyond trailing edge of wings, section of fuselage forward of wings considerably shorter than that aft of wings, leading edge of wings tapering, trailing edge straight, double rudder assembly.
 - b. Single-engine plane: Low-wing mono-plane, in-line engine, leading and trailing edges of wings tapering, wing tips cut, section of fuselage forward of wings shorter than that

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aft of wings, wings not swept back but slightly dihedral.
Another type had radial engine, rectangular wings, section of fuselage forward of wings about as long as that aft of wings.

c. Cargo gliders: Leading edges of wings ellipsoidal, trailing edges almost straight, elevator assembly shaped like wings, section of fuselage forward of wings considerably shorter than that aft of wings, bulky fuselage, tail wheel. The cargo glider was longer than the twin-engine plane by which it was towed. The same cargo glider type was seen in Zaporozhe (35°10'N/47°50'E) in the summer of 1947.

4. Four-engine aircraft with the following features were seen over Kharkov:

a. Power plant: four in-line engines, propeller about in line with middle of nose, engines not protruding beyond trailing edge of wings.

b. Wings: leading and trailing edges tapering, slightly dihedral, tips rounded, semi-high-wing monoplane.

c. Tail unit: single empennage, rudder assembly set on top of fuselage, elevator assembly set in line with upper edge of fuselage, no sweep-back.

d. Landing gear: main landing gear under wings, close to leading edge of wings and under inner engine, nose wheel retracting rearward.

e. Fuselage: Cockpit tortoise-shaped, extending from mid-nose as far as mid-wing.

The aircraft were slim, stream-lined, and about as long as the German Condor type.

25X1A

Comment:

a. From previous reports the airfield was assumed to be used as a commercial airfield and occupied by two fighter regiments and a pilot school for beginners. According to this report and previous statements of another source* cargo gliders of an air landing unit are obviously also stationed there (airlanding school).

b. The four-engine aircraft described in para 4 are possibly PE-8s.

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